



GREENSBORO URBAN AREA

Metropolitan Planning Organization

TECHNICAL COORDINATING COMMITTEE

Minutes of January 22, 2003
1:30 p.m. Greensboro, NC
Blue Room (County Commissioners' Briefing Room)
Old Guilford County Courthouse

ATTENDANCE

Jim Westmoreland	GDOT	Allen Purser	Greensboro Chamber of Commerce
Sharon Smiley	GTA	Tom Martin	Greensboro Planning Department
Paul Muschick	<i>News & Record</i>	Gregg Danzer	Town of Pleasant Garden
Tyler Meyer	GDOT/MPO	Heidi Galanti	Greensboro Planning Department
Scott Rhine	PART	Les Eger	Guilford County Planning
Jeff Sovich	GDOT/MPO	Angie Nail	Emert Reporting

Jeff Sovich called the meeting to order at 1:33 p.m. Jim Westmoreland and Tyler Meyer arrived in short order.

Action Items

1. Approval of Minutes of September 18, 2002

Scott Rhine moved for the approval of the September 18, 2002 minutes. Mike Cowan seconded the motion. The Committee voted unanimously to approve the minutes as prepared.

2. GTA MTIP Amendment

Jeff Sovich advised the committee that this proposed amendment to the MTIP removes the \$2.28 million currently programmed for fiscal year 2002 and adds \$3.29 million to fiscal year 2003. This amendment is needed because by the time these two projects were funded, in June 2002, the supplier's unit price for the ten replacement small buses and ten replacement buses had increased, making additional funding necessary. The state has contributed \$2,634,360 for this project in the form of Supplemental 5307 Funds. These two projects would not have been funded without the supplemental funds. These funds became available because several of the state's smaller transit operators did not use their full 5307

allocations. On December 17th, 2002 the Greensboro City Council approved local matching funds for this project and authorized GTA to apply to the Federal Transit Administration for the federal portion of the funds. The remaining steps in this process include David King signing the letter to FTA, requesting the federal funds, and submitting the completed application for FTA approval.

Scott Rhine moved recommend that the TAC approve the amendment. Sharon Smiley seconded the motion. The Committee voted unanimously in favor of the recommendation.

3. MPO Boundary, Structure and Governance Report

Tyler Meyer advised that this report involves reviewing the MPO's boundary lines and Urbanized Area Boundary, as well as regional cooperative planning arrangements. The findings of the review include: revising the southwestern portion of the Metropolitan Area Boundary, adopting an Adjusted Urbanized Area Boundary for roadway classification, and assuring that members of GTA, PTIA, PART are adequately represented among the TAC. The goal of the review is to reinforce regional cooperative planning partnerships, which would include refining and formalizing existing committees, developing certain regional staff functions, and exploring additional regional endeavors.

Mike Cowan moved to recommend that the TAC approve of the report, the revised MAB line, and the adjusted UZA boundary. Scott Rhine seconded the motion. The Committee voted unanimously in favor of the recommendation.

Business Items/Potential Action Items

1. MPO Meeting Schedule, 2003

Jeff Sovich advised the Committee regarding the MPO meeting schedule. The following are the proposed MPO meeting dates: March 26, April 23, May 28, June 25, July 23, August 27, September 24, October 22, November 21 and December 19. The TCC were in general agreement that this schedule would be satisfactory.

2. Review Draft Unified Planning Work Program

Tyler Meyer advised that the Unified Planning Work Program identifies the planning activities which will be funded during fiscal year 2003-2004. It also identifies the MPO work priorities for the next fiscal year. The UPWP is currently under development and a detailed review will be available at the February meeting, when the UPWP will be presented for adoption.

Jim Westmoreland asked if the newly created Rural Planning Organizations have any negative impact on funds received from the DOT. Tyler Meyer advised that unlike MPOs, RPOs are not officially recognized at the federal level. MPOs are an integral part of the federal transportation funding mechanism, whereas RPOs are supported by a discretionary funding allocation developed by the state.

3. MTIP Update

Jeff Sovich advised that development of the priority needs list for the 2004-2010 MTIP began in the fall of 2001, shortly after the adoption of the 2002-2008 MTIP. Most recently, a public review and comment period for the Draft 04-10 MTIP began on December 19, 2002, and will run through February 3, 2003.

There are several funding issues affecting the MTIP. The first is the Revenue Aligned Budget Authority (RABA), a provision of TEA-21, which is anticipated to result in a \$192 million reduction in North Carolina's federal transportation funding compared to fiscal year 2002. If the Highway Restoration Act passes, approximately \$102 million would be added back into the state's federal funding allocation for FY '03.

The State Highway Trust Fund also affects the MTIP. The General Assembly Transportation Oversight Committee has recommended that state matching amounts be an eligible use for the HTF, but recommended against making all STIP projects eligible to use trust fund money. These recommendations still await consideration by the General Assembly.

Jeff Sovich advised that there are also project-level issues affecting the draft MTIP. Among Greensboro's current priority projects: the Western Urban Loop is now fully funded, but partially delayed; the Northern/Eastern Urban Loop has been accelerated; the High Point Road realignment has been delayed; partial funding options for the Greensboro signal system replacement have been identified; the US 29/Eckerson Road interchange is now closer to being funded, and the West Market Street widening project has been delayed.

Projects from the 2002 priorities list that have now been funded include: the Battleground Rail-Trail, GTA fleet replacement projects, and Phase II of the Multi-Modal Transportation Center. Projects from the 2000 priorities list which remain funded included the Bridford Parkway extension and the Gallimore Dairy Road widening project. These projects provide concrete evidence that the priority needs process plays an important role in getting locally desired projects funded and built, but continual effort is essential in this regard.

The next steps for the MTIP process would be to have the MTIP negotiation meeting, which will be held on January 23, 2003. The draft MTIP will be revised in February. Adoption of the final MTIP by the TAC will be held in March or April, 2003. Adoption of the STIP, which will incorporate the MTIP, will take place in June of 2003, and will become effective October 1, 2003.

4. STP-DA Funds Recommendations

Tyler Meyer reported on the development of a proposed STP DA policy for the MPO. The currently anticipated allocation to the MPO of these flexible funds is approximately \$3 million for FY 03, pending passage of the federal appropriations bill. Future year amounts will be determined by TEA-3. The MPO Staff has worked closely with NCDOT and the other TMAs on the development of the NCDOT STP-DA Policy & Guidance. This policy is essentially complete and, in the view of the MPO staff, should effectively serve both NCDOT and MPO interests. The next step will on this will occur with a staff recommendation at the February MPO meeting. This recommendation is anticipated to include TAC action informing NCDOT of its intent to direct STP DA funds starting in FY 05 early in the cycle of 2006-2013 TIP development.

Jim Westmoreland asked what percentage of its overall STP-DA allocation the Durham/Chapel Hill/Carrboro MPO uses on transit. Tyler Meyer said they direct their allocation between incidental projects, trails and sidewalks, and transit projects.

Jim Westmoreland asked if the TCC would have an action item at the next meeting for a recommendation to the TAC on directing STP-DA funds. Tyler Meyer advised there would be an action item on this matter at the next meeting.

5. Airport Area Transportation Study

Tyler Meyer recalled that a public meeting regarding the Airport Area Transportation Study was held on November 14, 2002. Since that time, the MPO has worked with PART, NCDOT, and the W-S/FCMPO and the HPMPO towards selection of a preferred alternative. A public meeting is in the planning stages to present the preferred alternative. TAC will be briefed at upcoming meetings.

Jim Westmoreland commented that PART would prepare, and present to the TCC, a report explaining how the preferred alternative was developed as early as the March TCC meeting.

6. GTA Long-Range Public Transportation Plan

Bill Ball of Tindale-Oliver & Associates delivered a presentation regarding the GTA Long-Range Public Transportation Plan. This project will fit within the framework of the Greensboro comprehensive planning effort and will provide a component of the MPO's Long Range Transportation Plan.

This project is a ground-breaking one, since GTA has not previously had a long-range plan. The public involvement component includes: stakeholder interviews, non-user telephone survey, a consensus-building process and other public involvement efforts.

The three major components of the LRPTP include: preliminary efforts, public education process, and visioning process. A telephone survey of the Greensboro area public has been conducted. Selected survey results indicate that 40% of current Greensboro residents who have lived elsewhere actively used public transit in their previous place of residence. Of these respondents, 95 percent reported having positive experiences with past transit use. Additionally, 54% of current Greensboro transit users would prefer a 30 minute commute with no transfers; compared with 39% who would prefer a 15 minute commute with transfers; and 7% who would have no preference.

A consensus workshop is being planned, which would involve bringing together diverse groups, conducting breakout sessions, having each group present their conclusions to the others, and developing a final consensus. A second issue of the newsletter will soon be issued and will be distributed to a wider area. Jim Westmoreland asked if more than one workshop is planned. Bill Ball advised that there would be two workshops scheduled. In addition to these workshops, the consultant team will be attending homeowners association meetings, civic association meetings, and other individual meetings to speak about transit services available to the community.

The LRPTP process is receiving guidance from a Steering Committee and a Technical Advisory Committee. The components of the include: technology implementation plan, security implementation plan, marketing plan, capital improvement plan, service improvement plan and staffing/financial plan. The next steps in the process will be: expanding the public outreach program, conducting consensus workshops, preparing technical plans, enhancing the comprehensive plan, and receiving questions and comments.

Jim Westmoreland strongly encouraged as much participation as possible for this plan because it presents the opportunity to take the community forward in the future. The final plan should make recommendations of what services can be provided to the community. Information be included in the *News & Record* a week before the workshops so that the public can be informed and prepared for the workshops.

7. Other Strategic Reports

Greensboro Sidewalk Ordinance – Jeff Sovich advised that Greensboro City Council adopted the revised sidewalk ordinance on December 3, 2003, which became effective January 1, 2003. This ordinance requires sidewalks to be installed along a larger number of streets.

Travel Model Assumption Update – Tyler Meyer advised that the current socio-economic inputs result in forecasts of *Vehicle Miles Traveled* that are known to be too low in comparison to the actual growth rates. In turn, this under-estimation would result in the state setting Greensboro's new motor vehicle emissions budget (for the 1 hour ozone standard) unreasonably low. By updating the assumptions, a more accurate budget can be developed. The MPO's consultant Martin-Alexiou-Bryson is updating the socioeconomic assumptions through the use of somewhat mechanistic computer algorithms, and Statewide Planning is conducting the needed model runs to generate the needed VMT and average speed information. PART will reimburse the MPO its expense on this project due to the regional benefits of this effort. The further intent is to validate the results for use

Early Action Compact – Jeff Sovich advised that the intent behind the early action compact protocol is to enable MPOs to achieve cleaner air, faster than they otherwise would.

Other Items

1. TCC Member Update

None.

The TCC adjourned at 3:00 p.m.